



Grace Crunican, Director

From the Director

"Full throttle" characterized the Seattle Department of Transportation's third quarter as we tackled Mayor Nickels' goal "to get Seattle Moving."

Through several key milestones, we achieved real progress on our vision of a regional multi-modal system, linked by transportation "hubs" at Westlake, Colman Dock and King Street Station.

The City Council approved design and preliminary engineering for the South Lake Union Streetcar that will ultimately link nearby communities to the Westlake hub. After forty years, the "Mercer Mess" is no longer just a topic of study; SDOT selected a preferred alternative for construction, the first step in untangling that snarl of traffic that has long hindered connections to I-5, SR 99, Uptown, Queen Anne and Westlake.

King Street Station is evolving into a future multi-modal hub with the station's renovation as the catalyst to leverage multi-million dollar improvements in the area.

Additionally, SDOT obtained final approvals for the construction of the SR 519 surface street improvements which will further connect I-5 and I-90. These improvements will ultimately help establish Colman Dock as another major transportation hub.

In September, SDOT celebrated the beginning and end of two projects long in the works. First, SDOT officially broke ground for the next segment of the popular multi-use Burke-Gilman Trail from the Chittenden Locks to NW 60th Street. Second, joined by a thrilled community, Mayor Nickels hailed the completion of the 12th Avenue Neighborhood catalyst Improvements project – a transportation investment that created a new entry way into the Central District, rebuilt a major corridor, improved pedestrian safety and created a new bike trail.

SDOT also focused on increasing commuting safety this quarter. Crews installed high-tech safety equipment in the Battery Street Tunnel and began bike improvements at abandoned railroad crossings.

And last, but not least, through the addition of the City's new Traffic Engineer, Katherine Casseday, P.E., we added to SDOT's strong management team.

New in SDOT

Traffic Management Director Appointed

With 25 years experience in both transportation consulting and municipal traffic engineering, Katherine Casseday, PE, takes the helm as the City's Traffic Engineer and Director of Traffic Management. Her background encompasses short-term and long-term transportation projects ranging from neighborhood traffic control to major arterial analysis. "I look forward to making the most of every opportunity to implement Mayor Nickels' goals to get Seattle moving, while keeping our neighborhoods safe," she said.

High Tech Equipment Enhances Battery Street Tunnel

With partial funding from a State High Hazard Grant, SDOT crews installed an automated incident detection system in the Battery Street Tunnel. The system employs a series of cameras to detect a stalled vehicle or collision in the tunnel. An alarm will sound in the 911 Center alerting staff to view the camera images and to send the appropriate emergency response, if necessary. The tunnel cameras can also be viewed in SDOT's Traffic Management Center.

Crackdown on Disabled Parking Placard Abuse

Fraudulent users of disabled parking placards will now think twice before parking in downtown Seattle. SDOT joined forces with the Seattle Police Department to end the misuse of disabled parking placards. The result will be more parking spaces for use by legitimately-permitted vehicles and for other short-term parking customers.

Part of South Atlantic Becomes Edgar Martinez Drive

While popular and successful Mariner slugger Edgar Martinez retired at the end of the baseball season, Mayor Greg Nickels kept his memory alive for fans by renaming the section of South Atlantic Street between First and Fourth Avenues South to Edgar Martinez Drive.

Innovative Low-Cost Bike Safety Fix Employed

Significant gaps next to railroad tracks combined with the slick surface of the metal rails contribute to bicyclists falling and injuring themselves. SDOT is piloting an approach to "bike-proofing" abandoned railroad tracks by patching the gaps and covering the surface of the rails with pre-formed thermoplastic strips. Once melted and cooled, the strips harden into a rough sandpaper-like consistency. Because this application has never been tried before in the United States, SDOT will monitor its performance over time. If the repair proves successful, this product will be used at other similar sites as a low-cost alternative to removing tracks and repaving the street.

By the Numbers

Figures may fluctuate from quarter to quarter due to weather, and the seasonal nature and cost of the work at the time. Information extracted from reports available as of 9/30/04.

Areaways repaired or historically restored	N/A
Bike maps requested/issued	2,560
Bike racks installed	15
Bike lanes created	2.1 miles
Bridge repairs made (YTD)	280
Bridges painted (YTD)	N/A
Construction/special event traffic control plans developed/approved (YTD)	1,300
Crosswalks upgraded (YTD)	108
Curb bulbs installed	1
Curb ramps constructed	40
Curb ramps retrofitted	N/A
Lane miles painted	600
New marked crosswalks installed (YTD)	40
Pay stations installed	175
Pedestrian crossing improvements completed	6
Pedestrian lights installed	N/A
Pedestrian and bicycle spot improvements completed	11
Pedestrian walkway improvements	3
Potholes filled	5,619
SDOT public website visits (YTD)	2,031,370
Sidewalk blocks rehabilitated	N/A
Speed humps/chicanes/others constructed	N/A
Stairways rehabilitated (YTD)*	3
Street Use Permits issued**	4,751
Street trees planted	242
Street trees pruned	338
Traffic circles installed	2
Traffic signals optimized (YTD)	94
Traffic signs installed	506
Traffic signs maintained	3,094
Grants/Appropriations/authorizations received (YTD)	\$9,065,000
Grants/Appropriations/authorizations submitted for future funding (YTD)	\$190,644,000
Percentage of contracts issued to women and minority business enterprises (YTD)	11.5%

*Second quarter number revised from 10

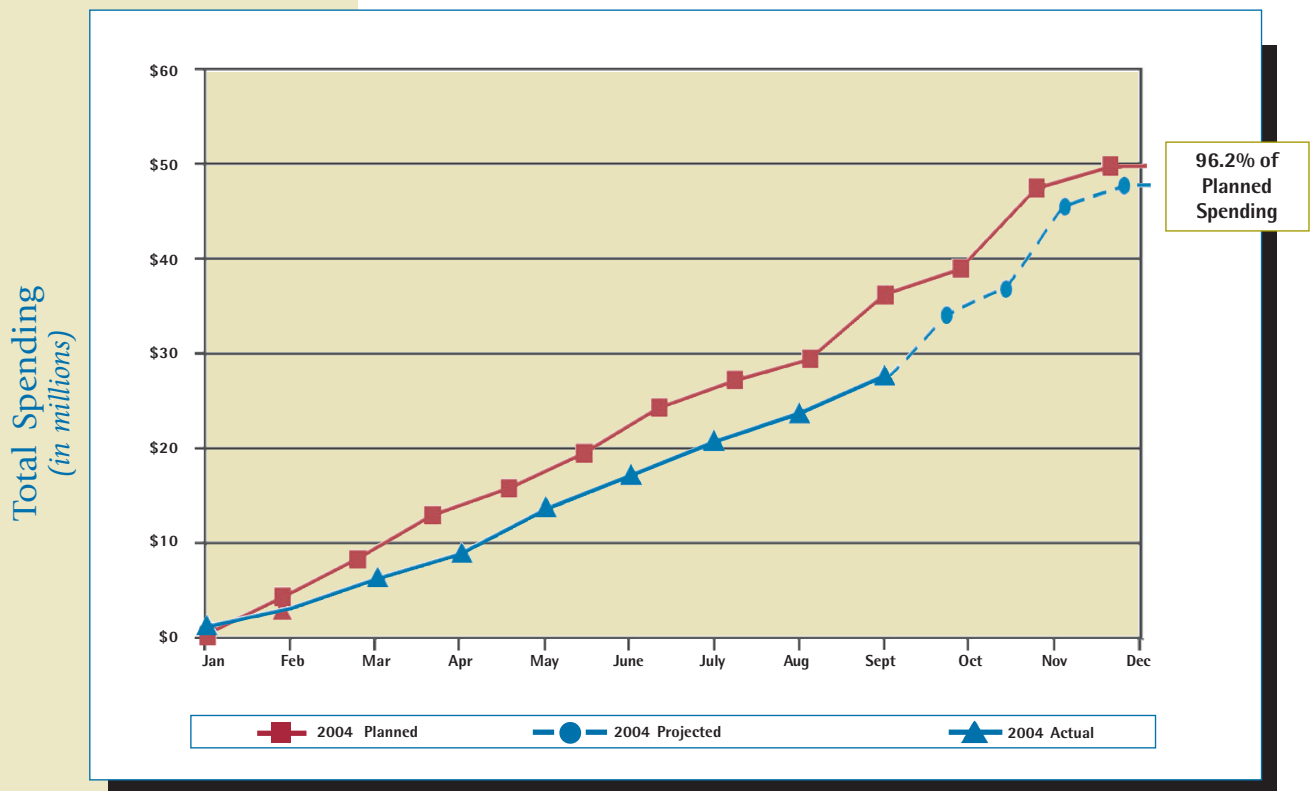
**This number includes pending permits and renewals

2004 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2004. The graph indicates that the projects in the capital program are reaching 96.2 percent of the expenditure goal.

The project breakouts on the following pages show expenditures from prior years through September 2004. The budget amounts reflect available funding for the life of the project, as published in the 2004 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2004 budgets and costs through September 2004.

Dollars Spent vs. Planned Spending - 3rd Quarter of 2004



General Notes for 2004 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 Transportation Capital Improvement Program (TCIP). Some projects did identify a planning stage and costs have been tracked for planning.

Data for planned total cost are linked to the 2004 adopted TCIP; data for the life-to-date costs are as of the end of September.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

2004 Capital Project Status

2004 Capital Improvements Project Costs Detailed by Phase Data as of September 30, 2004

Project Title	Status	Planning		(includes environmental and acquisition)		(includes close out)		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
(\$ figures in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
12th Avenue Neighborhood Improvements Project	P D C C/O	0	0	321	378	1,554	1,556	1,875	1,934	This project is in construction close-out.
14th Avenue S Street	O / H	37	107	183	0	1,292	0	1,512	107	This Transportation Improvement Board project has been deferred because of budget constraints.
35th Avenue SW Signal & Street Improvements	P D C/O	71	0	607	678	3,605	3,705	4,283	4,383	This project is in construction closeout.
35th Avenue NE Street Improvements	P D C	25	0	1,000	1,261	8,000	495	9,025	1,756	A segment of construction that could be accomplished without grant funds is underway along 25th Ave NE and should be completed by year-end. The balance will be in construction in 2006.
5th Avenue NE Improvements	P D C	17	65	400	273	1,750	0	2,167	338	This project is in design and construction has been moved out to 2006 to be in sync with Parks and Library work along 5th Ave NE.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	P D C		103	21,325	8,718		0	21,325	8,821	The Environmental Impact Statement is underway and a draft will be published in 2004.
Arterial Asphalt & Concrete Program	P D C		0	502	163	4,839	2,495	5,341	2,658	2004 program costs only.
Aurora Transit Improvements	P D C	0	98	2,697	189	3,600	0	6,297	287	The department is conducting a route study prior to starting detailed design.
Belltown/Queen Anne Connections- Thomas St.	P D C	50	30	827	47	2,069	0	2,946	77	This project is funded with Shoreline Park Improvement Fund and Parks levy funds.
Burke-Gilman Trail	P D C	360	360	4,693	2,760	9,020	387	14,073	3,507	Contract was awarded and ground-breaking occurred in 3rd Qtr Construction starts in mid-November of 2004.
Chief Sealth Trail	P D C	15	0	729	541	4,515	0	5,259	541	In cooperation with Sound Transit and its Link light rail contractor, this project has been accelerated and construction started in the summer.
Duwamish Intelligent Transportation System	P D C	851	0	962	1,544	3,520	543	5,333	2,087	This project was advertised and awarded. Early construction expenditures accommodated business requests and coordination on Spokane Street.
Earthquake 2001 Federal Highway Administration	P D C	39	39	2,519	2,720	9,115	7,833	11,673	10,592	SDOT will complete the last earthquake repair work in 2004. Surplus funds have been used for other projects.
Enhanced Traffic Management Center	P D C C/O	289	0	638	753	1,010	1,001	1,937	1,754	This project is closed out.
Fremont Bridge	P D C	1,037	782	4,393	3,120	25,320	0	30,750	3,902	The 90% milestone was delayed from early September to early November to include elements of the Bridge Way N/ Fremont Circulation Project into the contract documents. SDOT anticipates a late June 2005 construction start date.
Interurban Trail North	P D C	158	158	249	375	911	0	1,318	533	This project will go to construction in late 2004 or early 2005.

2004 Capital Project Status

2004 Capital Improvements Project Costs Detailed by Phase Data as of September 30, 2004

Project Title	Status	Planning		(includes environmental and acquisition)		(includes close out)		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
<i>(\$ figures in thousands)</i>	P=Planning D=Design C=Construction C/O=Closed out									
Lake City Way NE Multi-Modal	P D C	709	709	1,686	2,038	8,307	2,670	10,702	5,417	This project was advertised in the 3rd Qtr. and construction will begin in January 2005, after the December holiday season.
Lake Union Ship Canal Trail - Phase II	P D C	166	166	2,039	1,686	3,010	0	5,215	1,852	This budget does not include costs on the already constructed Phase 1. The department purchased the Railroad right of way in the 4th Quarter of 2003.
Leary Way	P D C	66	66	341	614	2,614	2,539	3,021	3,219	This project reached substantial completion in the 3rd Qtr. of 2004.
Magnolia Bridge Replacement Project	P D C	2,930	1,699	11,256	1,319	100,000	0	114,186	3,018	The project is conducting an Environmental Impact Statement to reach a record of decision in late 2004.
Mercer Corridor Project	P D C		1,205	29,402	6,650	70,015	1	99,417	7,856	SDOT will retain a consultant to prepare an Environmental Impact Statement for the Mercer Corridor. This is anticipated to take 18 to 24 months and will begin in 2004.
Monorail Implementation Plan	P D C	1,455	1,455	0	0		0	1,455	1,455	The Monorail Implementation Plan is proceeding on schedule.
North Queen Anne Bridge Seismic	P D C	124	50	206	411	870	62	1,200	523	This Federal Emergency Management Agency hazard mitigation project reached the construction phase in the 3rd Qtr. of 2004.
Phinney Avenue N/ Fremont Avenue N /N 50th Street Improvements	P D C	50	23	411	653	3,482	265	3,943	941	During 2004, the Department completed design and encountered conditions requiring both scope change and funding increase. The 2005 proposed project budget requests an increase. Construction will begin in early 2005.
Retaining Wall Replacement Program	P D C	0	0	275	136	818	623	1,093	762	Dollars are for 2004 only; no prior years are reported.
South Jackson Arterial Improvement Program	P D C	15	15	263	295	1,268	0	1,546	310	Project construction start deferred to 2005 due to budget constraints.
Spokane Street Viaduct	P D C	0	0	8,350	8,123	16,103	16,299	24,453	24,422	The Department is revising design scope of the Spokane Street Viaduct incorporating changes required by the Alaskan Way Viaduct Replacement Project. The revised scope design restarts in 4th Qtr. of 2004. This additional design work has been budgeted and staff is working to assemble a full funding package for the construction phase.
SR 519 Surface Street Improvements	P D C	50	7	2,436	4,490	11,478	373	13,964	4,870	This project was advertised in 3rd Qtr. and construction is scheduled to begin in 4th Qtr. 2004.
SR 520 Project	P D C		56	810	109		0	810	165	WSDOT is moving forward on the Environmental Impact Statement for four or six lane options to replace the bridge. SDOT is working with WSDOT and neighborhoods on the traffic impacts.
West Seattle Swing Bridge Cylinders	P D C	317	321	400	946	1,883	1,109	2,600	2,376	This project is now substantially complete.
West Lake Union Trail	P D C C/O	281	281	641	641	3,600	4,145	4,522	5,067	Overrun attributable to unanticipated field conditions. Project is in construction close-out.

Major Projects Update

Alaskan Way Viaduct & Seawall Project

Planning Design Construction

City, state and federal officials are expected to announce the preferred alternative for further environmental analysis very soon. The City entered into an agreement with the Army Corps of Engineers to undertake a study of options for seawall reconstruction which is expected to create the foundation for possible Corps collaboration in the Seawall replacement. The Mayor proposed \$5 million in the 2005 budget to enable the planning, design and engineering work to continue on schedule to replace these important structures.

Fremont Bridge

Planning Design Construction

Work continued on the design and community outreach for the Fremont Bridge project which involves replacement of the north and south approaches, upgrade of the bridge mechanical and electrical system and reconstruction of the bridge maintenance shop. The 90 percent design completion milestone was delayed from early September to early November in order to incorporate elements of the Bridge Way North/Fremont Way Circulation Project into the contract documents. Construction is still expected to start in late June of 2005.

King Street Station Transportation Center

Planning Design Construction

Planning continued for development of the King Street Station Transportation Center with SDOT working in cooperation with the Washington State Department of Transportation (WSDOT) to plan for the vision for this important Seattle hub. During the fourth Quarter, WSDOT plans to advertise for a consultant for the concept design and implementation strategy of the hub vision. Construction on portions of the passenger waiting room and restrooms were completed. Construction will soon begin on the canopies, windows and the Station's historic Compass Room.

Central Link Light Rail

Planning Design Construction

Construction continued throughout the City of Seattle on Sound Transit's first 14 miles of light rail between downtown Seattle and SeaTac Airport. Relocation of utilities was substantially completed on Pine Street making way for the construction of a 700' extension to the downtown transit tunnel beginning in early 2005. South downtown construction continued on the aerial guideway along Forest Street and underpinnings of the Maintenance Base. Vegetation was cleared in the highly visible west side of Beacon Hill next to I-5 in preparation for the relocation of electric utilities where light rail will enter the Beacon Hill tunnel. Demolition of buildings and site preparation was completed on top of Beacon Hill. Demolition of buildings and laying of sewer line and underground utility ductbanks began in the Rainier Valley.

North Link Light Rail

Planning Design Construction

Work continued toward completing Preliminary Engineering and the Final Environmental Impact Statement by mid 2005. At that time, the Sound Transit Board will make final alignment and station location decisions, define a financing strategy and decide when to proceed with the final design of the next construction segment. Sound Transit and City staff are focusing their efforts on identifying and framing key design issues at the earliest stages to provide the basis for a reliable project cost estimate at the end of this phase of the project development.

Magnolia Bridge Replacement

Planning Design Construction

SDOT continued work on the Draft Environmental Impact Statement (DEIS) for replacing the Magnolia Bridge. All of the environmental studies required for the DEIS have been completed by the project consultants. These studies are being forwarded to the Washington State Department of Transportation and Federal Highway Administration for review and approval prior to assembling and publishing the DEIS, which is scheduled for June 2005.

Major Projects Update

Mercer Corridor

Planning Design Construction

SDOT finalized initial screening of alternatives for the Mercer Corridor Project and is recommending that one alternative, the "two-way Mercer Boulevard with a narrow Valley Street", be carried forward into the full Environmental Assessment (EA). The two-way Mercer Boulevard fulfills the project objectives of improving mobility for all modes of travel, enhancing access and circulation within the neighborhood, and providing a quiet, pedestrian street along the edge of South Lake Union Park. SDOT will begin the detailed environmental analysis in the fourth quarter of 2004 and expects to have a draft EA completed by the Fall of 2005.

Monorail

Planning Design Construction

The City developed concept plans for public comment for each of the 19 monorail station areas. SDOT is directing an interdepartmental monorail implementation program which includes coordinating environmental review, station area planning, reviewing design, permitting, and public works services.

South Lake Union Streetcar

Planning Design Construction

During the 3rd quarter, SDOT received authorization from City Council to begin design and preliminary engineering. The proposed South Lake Union Streetcar will provide local transit service to nearby communities and downtown; connect to the regional transit system, encourage economic development; and help create vibrant neighborhoods along the route.

Spokane Street Viaduct Widening

Planning Design Construction

Due to the difficulty assembling a construction funding package to widen the Spokane Street Viaduct, the current plan is to phase construction. Planning continued with the goal of resuming design work that is based on breaking the construction into two or three phases. Phase 1 extends from east of 1st Avenue South west to the Harbor Island Off-Ramp. Phase 2 will extend from the Phase 1 cut-off point east of 1st Avenue to the I-5 ramps. The last, and newest, component of the project - the eastbound 4th Avenue Off-Ramp - will be constructed along with Phase 2, or separately, depending upon funding. The design of Phases 1 and 2 will occur simultaneously, as will some preliminary engineering of the 4th Avenue Off-Ramp to assure full compatibility with the main structure. Completion of the 4th Avenue Off-Ramp design will occur when funding is secured. Scope and cost estimate negotiations are underway with the lead design firm.

SR 519 Phase 1 Surface Improvements

Planning Design Construction

SDOT resolved changes in the queuing access requested by Washington State Ferries and concerns over use of the Seattle International Gateway by Burlington Northern and the Port of Seattle. Environmental documents required expansion of the Environmental Justice Analysis and an expanded Air Quality Report. SDOT obtained permits for stormwater discharge and for a new signal at South Atlantic Street and Alaskan Way South and a modified signal at Royal Brougham Way and Alaskan Way South. City Council approved a 30-year term permit for ferry queuing between Royal Brougham and South Dearborn Street. The project was advertised in July and bids were opened in September. Due to some challenges with funding, some bid items may be reduced, changed or eliminated. The project will be awarded next quarter and construction will be completed in 14 to 18 months.

SR 520

Planning Design Construction

Work on the project's Environmental Impact Statement is on schedule. SDOT staff expanded and formalized the SR 520 Interdepartmental Team which began reviewing and commenting on the first series of discipline reports describing the project's environmental impacts. Review of discipline reports will continue through the fourth quarter of 2004. The Preliminary Draft Environmental Impact Statement (DEIS) is expected in March of 2005 and the completed DEIS is expected in early summer of 2005. SDOT staff provided support to City decision-makers in formulating responses to the initial recommendations of the citizens' Local Impact Committee. These responses will help guide this citizen committee in their final recommendations to improve the livability of the neighborhoods bordering SR 520.

2004 Major Projects Update & Map

I-90 Two-Way Transit & HOV Operations

Planning Design Construction

At the end of September, the Federal Highway Administration issued a Record of Decision (ROD) on the project, the final step in the environmental process. A section of the ROD identifies the mitigation measures to be implemented, including: the installation of screening on top of the existing barrier to provide additional protection against wind and debris along the bicycle and pedestrian pathway on the Homer Hadley floating bridge (the north structure of the I-90 bridges); further study during final design of alternative measures for speed management, delineation and signing, and enhanced illumination. Issuance of the ROD enables Sound Transit and the Washington State Department of Transportation to initiate a final design. Limited construction is planned to begin in late 2005 while the project Steering Committee develops a funding strategy for full construction.

- 1 Alaskan Way Viaduct & Seawall
- 2 Fremont Bridge
- 3 King Street Station
- 4 Magnolia Bridge
- 5 Mercer Corridor
- 6 Monorail
- 7 Link Light Rail
- 8 South Lake Union Streetcar
- 9 Spokane Street Viaduct Widening
- 10 SR-519
- 11 SR-520
- 12 I-90



Greg Nickels, Mayor

